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Red Bull KTM Factory rider Marvin Musquin

FIM MOTOCROSS WORLD CHAMPIONSHIP

MXGP - THE PUZZLE

IMAGE SIMON CUDBY

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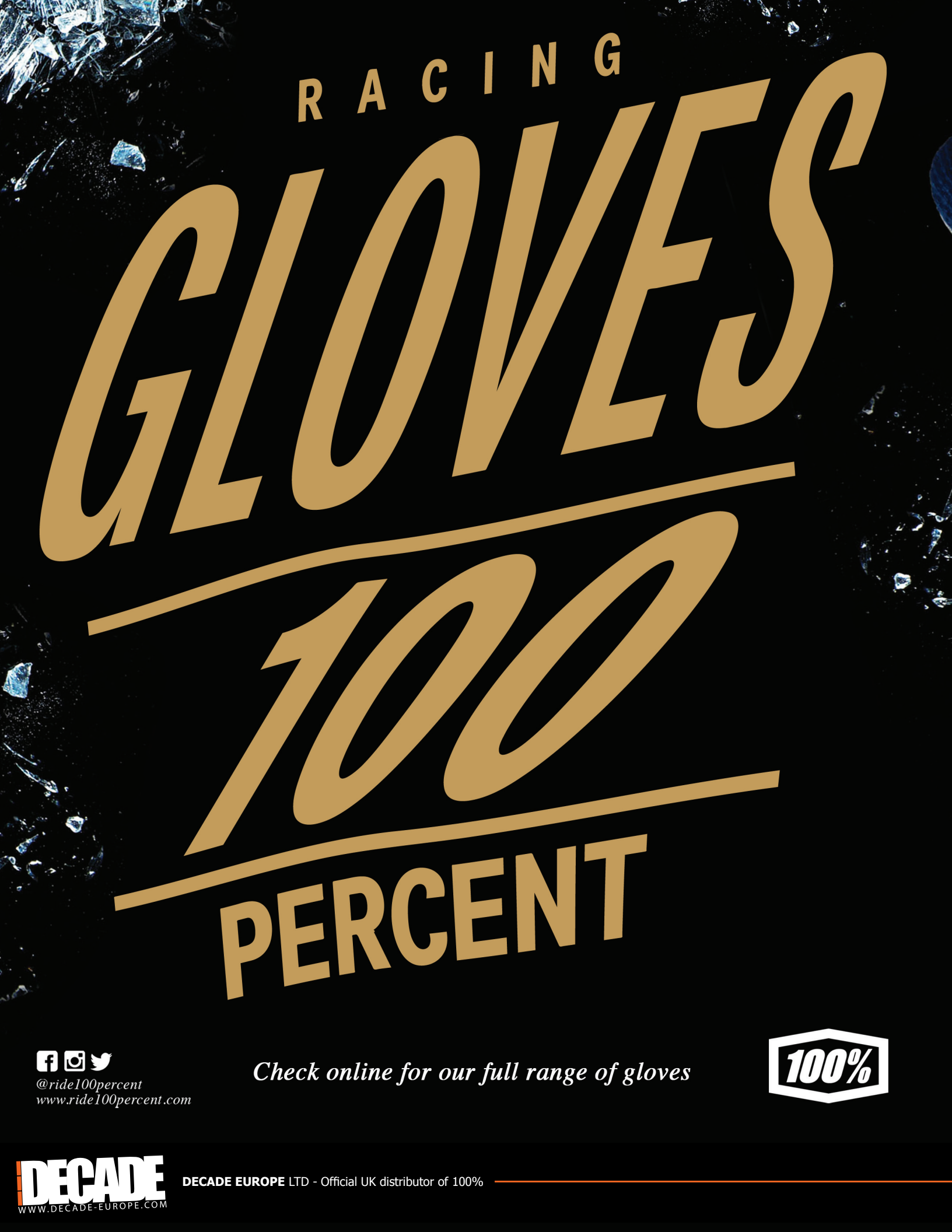
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FIM WORLD MOTOCROSS CHAMPIONSHIP

THE PUZZLE

STORY GEOFF MEYER IMAGES BAVO, RAY ARCHER, J.P. ACEVEDO

We have learnt to expect the unexpected in 2015. Drama in the MX2 class as twice Jeffrey Herlings is beaten straight up, and the injury to Ryan Villopoto a month ago in Italy. Did we also mention the surprise victory by Max Nagl in Qatar, Argentina, and Holland? With a handful of rounds run in this year's Motocross World Championship the puzzle known as the MXGP class is putting the pieces together. There is no doubt at this moment three men stand up tall as the front runners, those being Max Nagl, Clement Desalle and Antonio Cairoli, although Gautier Paulin isn't out of the picture yet, he needs to have another performance like at the GP of Valkenswaard a few weeks ago.


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As for American Ryan Villopoto, his season is more or less done when it comes looking for a championship. As we mentioned earlier in the year, before the season even began, RV is a great rider, but he is also prone to crash and that is what ended up costing him any chance of running the whole season with the likes of Nagl, Desalle and Cairoli.

Still, what Villopoto brought to the MXGP class can't be measured in his end of season results. The interest shown by the American public and media has grown and that is for the whole sport a good thing.

The last round of the MXGP series was held in Talavera, Spain a little under two weeks ago and while the event missed Villopoto and all the drama of the USA vs Europe, it was still a great GP, with the unexpected victory in the MX2 class by Valentin Guillod and the almighty return of defending World MXGP champion Antonio Cairoli, who took his first GP victory of the season.



1st MX2 - Valentin Guillod: "It is such a great feeling, but I really have to thank the Standing Construct Yamaha Yamalube team, my team manager Tim, my trainer Yves Demaria, mechanic, my family and everybody next to me. We worked really hard these last few weeks because things were not going how we wanted but finally we found the right set-up and it was great out there. When I came over the finish line I did not know I had won the GP. I knew I had the race… but when they said the GP then that was awesome. I was riding next to Dylan and I tried to pass him but couldn't. I tried to find a solution and finally could make it happen. I came here wanting to get top fives but to win the GP is 'sick'!"

1st MXGP - Antonio Cairoli: "I think it is the time to make some changes and get some new motivation. We test a lot with the new 450 and I like it a lot. I was sure I should ride with it from the first race (of the season) but I was not so fit. I still had some injury problems from the Nations (MXoN). The '350' (KTM 350 SX-F) was our

‘baby’ and we brought it to the top. I won a lot of races and championships with the bike, but it’s time for new challenges.”

Red Plate owner MXGP - Max Nagl: “It’s been another fantastic weekend for me. Ok, winning would have been perfect but we tied on points for the victory, so that’s close enough. I know I say it a lot but I can’t thank my team enough for their tireless efforts. They worked so hard on Saturday to make the bike perfect for race day. Taking the holeshot helped so much and I felt like I had good control of the race. In race two I made a small wheelie out of the gate and wasn’t able to get the holeshot. Then a rock broke the roll-off system on my goggles so I had to be careful with my vision. Antonio had the pace in that race and I couldn’t match him and Romain was riding great too, so I’m happy with third. Although I didn’t win the GP, I still extended my point’s lead, so everything is working in the right direction. I’m looking forward to the next round in Matterley Basin.”

Red Plate owner MX2 - Jeffrey Herlings: “I definitely had a good start in the first moto, won it and stayed out of trouble. I didn’t have such a good start in the second and was around tenth. I worked my way up to sixth and then I had a big crash. But I came back from the back of the field and almost won the overall. There’s some work to do, but I still got some good points for the championship.”

RAY ARCHER IMAGES

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Is Max Nagl the fastest man on the planet? The German rider has shown amazing speed in 2015, and at the moment holds the red-plate in the MXGP class, the toughest motocross class/series in the World. JP image


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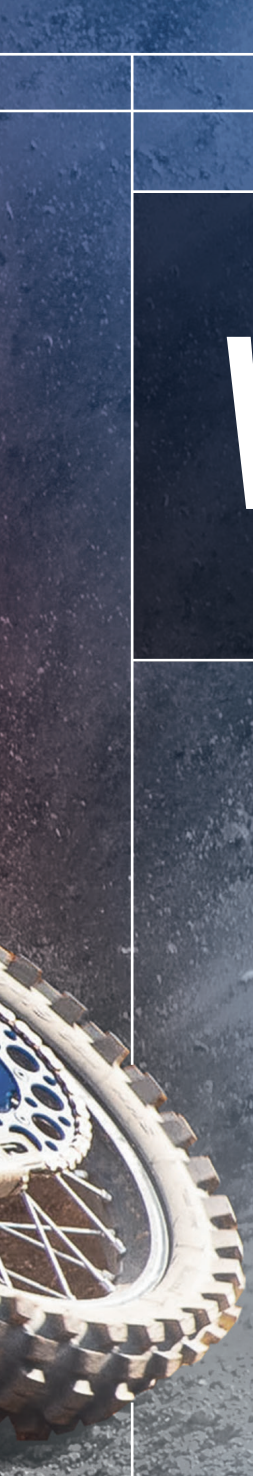
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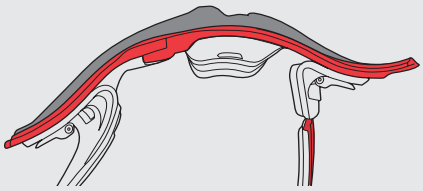
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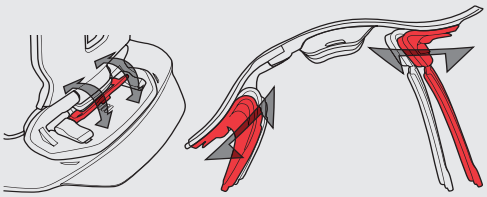
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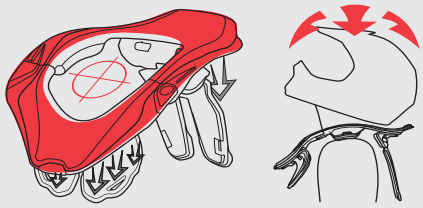
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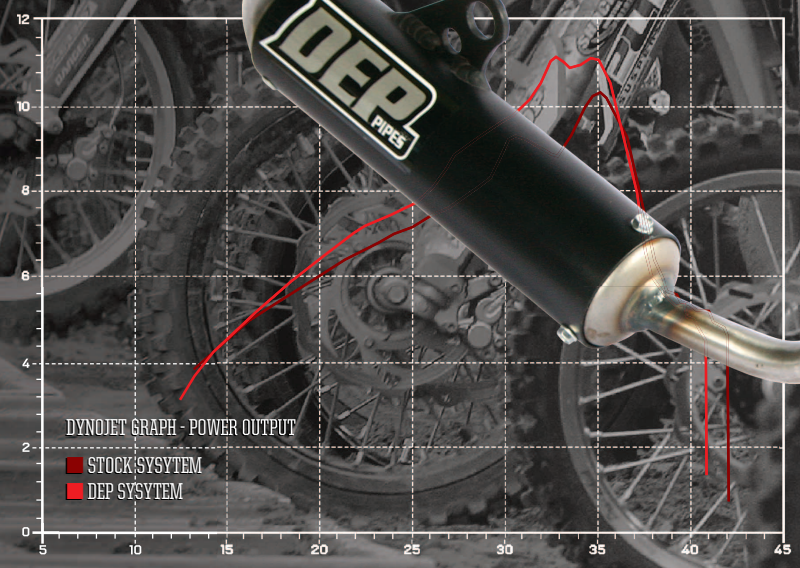
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KTM PERFECTION IN 2016

KTM unveiled its 2016 motocrosss models in Italy this week at the international press launch. Heavily based on the Factory Edition that took Ryan Dungey and Marvin Musquin to AMA Supercross titles this year, next season is shaping up to be a marquee year for the Austrian brand with the 2016 KTM SX-F and SX range. We look at the 250, 350 and 450 SX-F machines.

2016 KTM 250 SX-F

Engine: The new 250 SX-F engine is based on the similar overall design of its predecessor, with some major refinements to make this MX2 power plant more compact and lighter, with the production of improved torque and power across the entire rpm range. Perhaps one of the most impressive benefits of the new design is a weight reduction of 1.1kg to a total of 26.1kg, including the incredibly beneficial electric starter. The reworked power unit guarantees an improved power curve over the entire rev range up to 14,000 rpm, which makes the new 250 SX-F much easier to ride for both amateur and professional riders.



Cylinder head: The centerpiece of the compact DOHC engine is the new cutting-edge cylinder head. It features improved combustion chamber geometry, two 150g lighter overhead camshafts with new timings, plus a friction-optimized super-fine surface, new finger followers with a 30 percent harder DLC coating and a reworked timing drive (friction reduced and shorter DID timing chain, new sprockets and chain guides). New valve springs and retainers for the four lightweight titanium valves (intake 32.5mm, exhaust 26.5mm) and high-flow ports create a maximised flow rate for an optimal power band and maximum performance, which concludes at an engine speed of 14,000 rpm.

Cylinder and piston: In the reworked and shorter cylinder that has a bore of 78mm, is a weight-reduced, forged bridged box-type piston made by CP. It features a unique piston ground shape adapted to the new combustion chamber and stands out with its extra rigid structure, combined with a low weight. The compression ratio is at 14.4:1. Thanks to the low oscillating masses, the engine offers extremely lively characteristics.

Crankshaft: The new 250 SX-F's crankshaft features a stiffer design and employs a 6mm shorter connecting rod, contributing to the compact and light engine with


KTM

a snappy power delivery. A plain big end bearing features two force-fitted bearing shells run directly on the crank pin. This design is a major prerequisite for the extremely high engine speed levels and the unrivalled maximum power of the 250cc engine. Not only that, it enhances the engine's durability, allowing long crankshaft service intervals.

Counter balancer shaft: In order to balance the mass-forces, the new 250 SX-F engine uses a multifunctional counter balance shaft, which at the same time drives the water pump and timing chain. It features new sprockets fitted to the new timing chain.

Electric starter: The new 250 SX-F is again fitted with an electric starter as standard, which is well known as a clear advantage when it comes to crunch time in the heat of battle. A new starter motor made by Mitsuba (modified for easy disassembly) and a weight reduced starter drive guarantees more efficient and reliable starting.

Engine cases and cover: The completely new design of the die-cast engine cases allowed for a much more centralized shaft configuration. This and further developments make the engine shorter by 20mm, while contributing to a much more centralised mass. Newly designed engine covers made of magnesium feature an advanced surface structure in order to reduce the wear caused by the rider's boots.

Clutch: The highly compact CSS clutch (Coil Spring Steel) features a weight reduced, wear-free steel basket, and now seven instead of eight clutch plates, which are extremely heat resistant due to their steel carrier discs. In addition, a reworked inner hub and a pressure plate guarantee a better oil supply along with even better cooling of the clutch. A smaller master cylinder diameter of the Brembo hydraulic clutch system provides easier and precise modulation.

Transmission: The new engine is fitted with an all-new and weight reduced, five-speed gearbox. It features the same gear ratio as the previous model, but has wider gear sprockets, featuring a special surface treatment on the 2nd, 3rd and 4th gears for improved reliability. One of the new and special features on the bike is an advanced 'no dirt' gear lever design, which prevents dirt from blocking the joint of the lever and guarantees a safe activation of the transmission.

Engine management system: The completely reworked Keihin Engine Management System, with electronic fuel injection, features an all-new 44 mm throttle body, which provides a spontaneous response and maximum performance thanks to a revolutionary injector position. The new ECU (Engine Control Unit) includes a launch control for more efficient starts with the provision of different maps according to the gear sensor selection. In addition, the rider can activate an optional map for a different power delivery via the map select switch on the handlebar.

2016 KTM 350 SX-F

Engine: The new DOHC engine of the 350 SX-F features a completely new construction in order to make it even more compact and powerful than before. Fitted with




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the latest electronic fuel injection system and electric starter, it has a very wide usable speed range, high performance and incredibly efficient rideability. The new design made the engine 20mm shorter than previously, while reducing the weight by 1kg to only 27.2kg.

Cylinder head: The new cylinder head features an improved combustion chamber geometry, two overhead camshafts with a friction-optimised super-fine surface, new finger followers with a 30 percent harder DLC coating and high-flow ports. In conjunction with new valve springs and retainers for the four lightweight titanium valves (intake 36.3mm, exhaust 29.1mm) the flow rate has been maximized for an optimal power band, with more performance across the entire range, which ends at an engine speed of 13,400 rpm. The peak performance now is at 58hp.

Cylinder and piston: In the redesigned and shorter cylinder, with a bore of 88mm, works a weight reduced forged bridged box-type piston made by CP. Its new piston crown geometry is adapted to the new high-compression combustion chamber and stands out with its extra rigid structure, combined with a low weight. The compression ratio is at 14:1. Thanks to the low oscillating masses, the engine offers extremely lively characteristics.

Crankshaft: The new 350 SX-F's crankshaft is lighter and features a stiffer design than previously. It utilises a shorter connecting rod, contributing to the compact and light engine with a typically snappy power delivery. This design is a major prerequisite for the extremely high engine speed levels and the unrivalled maximum power of the 350cc engine. Not only that, it enhances the engine's durability, allowing long crankshaft service intervals.

Electric starter: The new 350 SX-F is fitted with an electric starter as standard, which is well known as a clear advantage when it comes to crunch time in the heat of battle. A new starter motor made by Mitsuba (modified for easy disassembly) and a weight reduced starter drive guarantees more efficient and reliable starting.

Clutch: The highly compact CSS clutch (Coil Spring Steel) features a weight reduced, wear-free steel basket, and now seven instead of eight clutch plates, which are extremely heat resistant due to their steel carrier discs. In addition, a reworked inner hub and a pressure plate guarantees a better oil supply along with even better cooling of the clutch. A smaller master cylinder diameter of the Brembo hydraulic clutch system provides easier and precise modulation.

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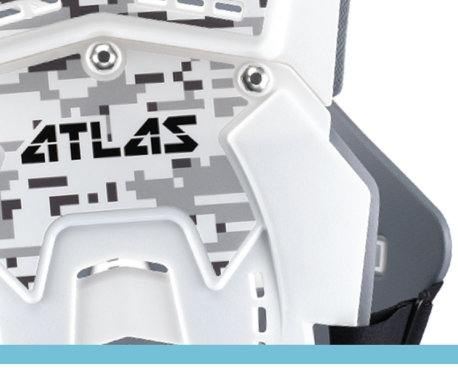
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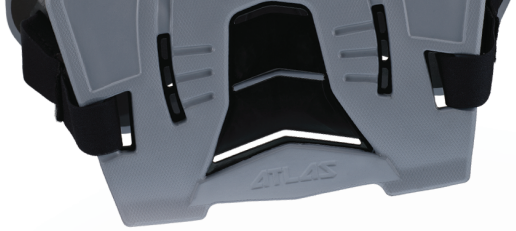
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Eli Tomac

IS HE THE FASTEST MAN ON THE PLANET?

STORY HONDA IMAGES SIMON CUDBY

Eli Tomac started his chase for the Pro Motocross championship in the 450cc class in the best way possible: A sweep last weekend in Hangtown. Fresh off a stellar performance in Supercross series, where he finished second to Ryan Dungey, Tomac was dominant at Hangtown, winning both moto's in route to the overall race title.




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"This day was unbelievable," Tomac said. "Today was special to do so well; I really can't believe how well we did. To have this happen the way it did was a little unexpected. You never know how the first round will go, and you don't know how everyone's bikes are running or how they are feeling, but to come here and go 1-1-1 is as good as it gets."

Tomac finished the Supercross season - his first full year on a 450 bike - with six consecutive podium finishes, including two of his three victories in 2015, and he carried that momentum to the outdoor season.

"My GEICO Honda was amazing today," Tomac said. "I was able to hold on the whole Moto like I wanted to. My starts were really key. I was be able to stay clean and out in front in the fresh air."

Tomac got the holeshot in the second moto and led all 16 laps. His margin of victory over runner-up Ryan Dungey - the Supercross champion - was an astounding one minute, 31 seconds.

His dominant performance in the second moto followed an equally dominant win in the first. He led all 16 laps in that moto, beating Dungey by more than 22 seconds.

"That is one of the best Hangtowns, and not just because I won, but because it's such a fun track," Tomac said. "This track is one of the most challenging of the year, not only because it's the opening round, but because it's just a tough track. I'm happy to have won it all to start the outdoor season. "After a dominant performance in the



Pro Motocross opener, GEICO Honda racer Eli Tomac faces another challenge this weekend.

Tomac, has never raced professionally at Glen Helen Raceway, site of this weekend's Glen Helen National and it is a big challenge for him to reproduce his winning performance from last weekend.

"I haven't raced a professional outdoor national there, so that will be a first for me," Tomac said. "That track, I think, is by far the gnarliest track on the circuit, so we'll see how it goes. It has gigantic hills, and they always prep it way differently on practice days there."

Tomac didn't race at Glen Helen last year, and

the track was off the schedule for several years before that.

“I’ve had plenty of Thursdays there riding on open days and the occasional regional in amateur stuff,” Tomac said. “I’ve raced it but I know that they always prep that thing totally different for the pro event, so it’ll be a good one for sure.”

Tomac was terrific in the motocross opener, winning the first moto by more than 22 seconds and the second by more than 90 seconds. He led every lap.

“I’m ready to get back on my bike for Glen Helen,” Tomac said. “I’m really looking forward to continue the season after such a great start.

“Glen Helen is another gnarly track, but I know my bike will be working well because it is set up perfectly for these West Coast-style tracks.”

So while many motocross teams will be scrambling this week trying to improve their bikes, Tomac is confident in his GEICO Honda.

“You’re always trying to search and make things better,” Tomac said. “I found a better setting for the second moto (in Hangtown) and it was good, so as of now I’m going to stay where I’m at. I’m happy, so not many changes between here and Glen Helen.”





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Joan Barreda

HRC SECRET WEAPON

Joan “Bang Bang” Barreda is the new ‘bad boy’ on the rally scene. The popular Spaniard started out in Motocross, but his career never really took off in a spectacular fashion; yet thanks to his talent and raw speed, Barreda made it all the way to the Motocross World Championship. Although he has paid a high price with a combination of misfortune and injuries, a decade later the 31-year-old has become a force to be reckoned with.



HONDA
SHOEI
MOTUL
2015
DAKAR
ARGENTINA
BOLIVIA
CHILE
MICHELIN
SHOWA
MOTUL

Rally mastermind Wolfgang Fischer became aware of Barreda in 2011, and decided to take him under his wing. The Spaniard immediately felt at home in his new environment and managed to kick-start his career. In 2012 Barreda entered the Dakar Rally for the second time, and it did not take long for him to grab people's attention. He matched the pace of the leading Dakar riders and finished on the podium at four stages, eventually topping his stunning performance with a stage win.

In 2013, Barreda set about proving that his success was no flash in the pan. The rider from Castellon amazed the world with a hugely impressive performance that finished with four Dakar stage wins. If it hadn´t been for a setback due to mechanical gremlins, he would have undoubtedly ended on the overall podium. Further demonstrations of his riding prowess were shown with victories at the Baja España – Aragón in 2012 and 2013, and the Pharaons Rally in 2012.

In the most recent Dakar 2014, Barreda showed his enormous potential: he was the rider with the most stage victories and was in the running for the overall title. However, a bad crash in the penultimate stage as he battled for the leadership, put paid to his chances of a final podium place. This 2014 Joan won the Qatar Sealine Rally, 2nd round of World Championship, with Team HRC.

2015 starts with the Dakar rally, where Joan wins 4 stages, managed the leadership the first week of competition and finally ends in 17 position after big problems in the infests stage in Uyuni Salar, in Bolivia.

Machine: Honda CRF450 RALLY

Team HRC returns to the Dakar Rally with a renewed Rally bike based in the 2014 bike. In 2013, the participation of Team HRC with the prototype based on commercial competition enduro model, generated valuable information on key areas such as engine power, aerodynamic performance, durability and maintenance requirements, which was used as a basis for the design of new CRF450


GREENLAND MX
MOTUL
HONDA
MICHELIN

RALLY. For 2015, the Rally bike update their last version with some new technologic additions, maintaining the fuel injection system PGM-FI which has proven effective even under severe environmental conditions and highly variable as exist in Dakar.

Machine Specs

BIKE Honda

MODEL CRF450 RALLY

ENGINE Type Liquid cooled single cylinder DOHC

Capacity 449.4 cc

Bore x stroke 97.0 x 60.8 mm

Starter Electric starter

Carburation Fuel Injection

Lubricant Motul 300V

Transmission 6 speed

Output Over 45 kW

FRAME

Type Aluminium twin tube

Sub-frame Carbon fibre

Fuel tank Front + rear (pastic)

Total fuel capacity 33,7 litres

Front fork Showa. Type invert, ø51, travel 310 mm

Rear suspension Showa. Ø50 single tube, travel 315 mm

BRAKES

Front ø300 2 pot

Rear ø240 1 pot




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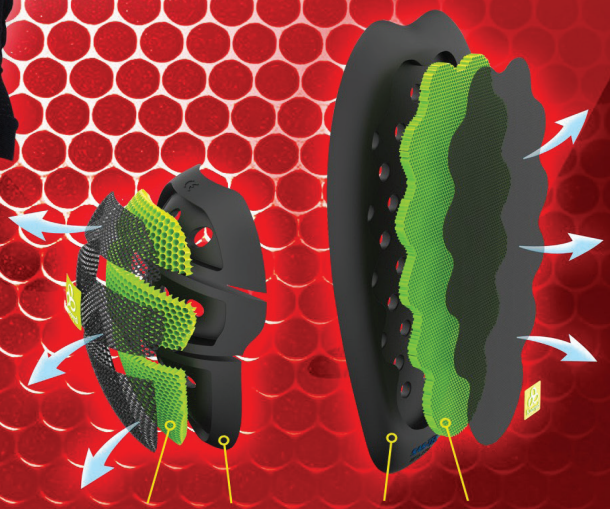
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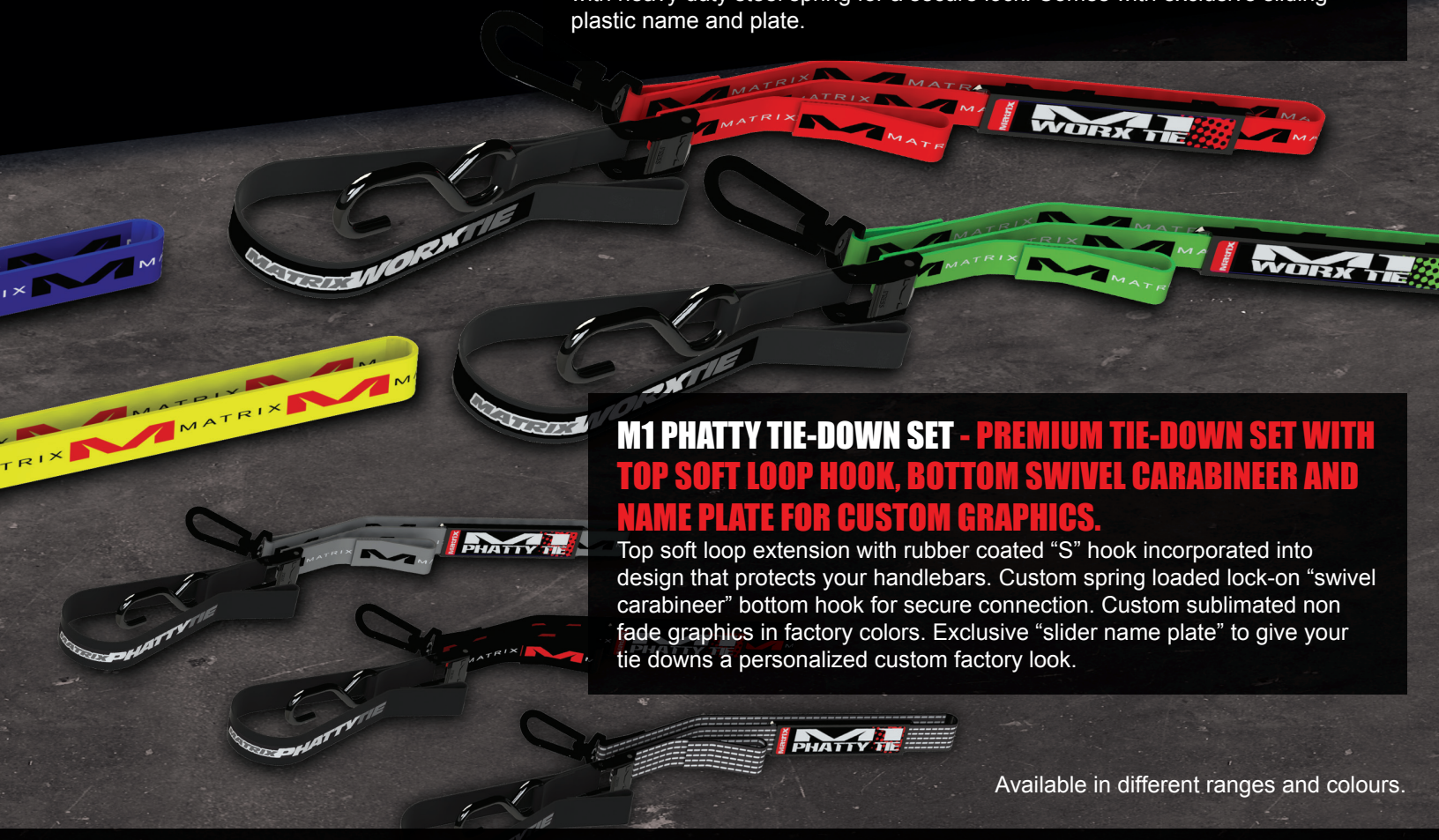
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